January 1968 No.38

M.& T. NEWS.

The monthly magazine of:

Sheffield Omnibus Enthusiasts Society

(including Northern Trolleybuses)

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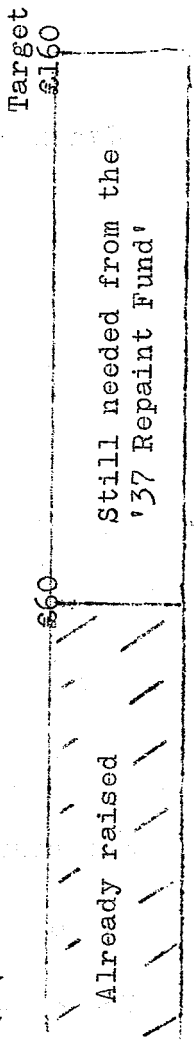
SOCIETY NEWS.

This month we are launching a 3 month campaign to raise funds for the repaint of our trolleybus,Rotherham 37.Our bus has been stored outside for over 2 years now since last running in service,and, although a good deal of work has been done on the bus,so that we can now boast that the upper deck interior is in as fine condition,probably in better condition than any other preserved trolleybus,we have experienced difficulty with exterior paintwork,both because of the uncertainty of the weather,and as none of us are skilled coach-painters.Thus a local Corporation Transport has kindly agreed to repaint 37 for us to a really fine standard - primer,undercoat and a number of coats of top coat and varnish,following which 37 can both withstand deterioration and be the most attractive preserved trolleybus in this country.This repaint will cost £100 + £60 towing costs,and we know we can rely on your support in the '37 REPAINT FUND' to help us raise this sum.A number of members have suggested many schemes for raising the total,and have offered their services in ensuring our target is met.Such moves will include sales, and a'37 repaint fund raffle',and you will be contacted over the next few weeks with full details of the fund.Please do your very best to help us raise the full total,so that by this Summer we can meet you all as your bus operates under wires on one of the extant systems in full splendour,and gain the admiration of all.



SUBSCRIPTIONS.

Malcolm Craig,our Treasurer,reports that a few subscriptions still have not been received.If you have not alreadu done so please post your 10/= to him immediately,as neither 'M & T News',nor your Society can function without funds.

TOURS

Two more tours are being arranged for the next few months.On Sunday 3rd.March we will be visiting a number of operators in the Doncaster area,and full details of this are included later in this magazine. The next trolleybus tour will be to Tees-Side on Sunday April 14th.,and is being run jointly with the B.U.T. Preservation Fund(Huddersfield).Transport will be provided to Tees-Side for members from Manchester, Sheffield,Doncaster,Leeds,Bradford,Huddersfield etc. to to able to attend.Full details of this will appear in next month's issue of 'M & T News'.

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT.

Four route alterations took place on Sunday 14th.January,with the introduction of 2 new services.Those affected are routes 4,34/35 and 81/82,and the new services are the return of 38,and motorway route 506.Route 4 is amended to run from Firth Park,Wincobank,City to Ecclesall only but certain school journeys and journeys to Ringinglow are extended from Ecclesall to Bents Green via Ecclesall Road South and Bents Road,to Ringinglow Road and return via Hoober Avenue and Knowle Lane.Route 82 is extended from Ecclesall to Bents Green via Ecclesall Road South and Bents Road,returning direct via Ringinglow Road.Routes 34/35 now run from Wincobank(Standon Drive) via Barrow Road,Tyler Street,Holywell Road,Upwell Street then via Petre Street,City,Heeley Green then rte 34 to Graves Park only and 35 to Hollythorpe Rise.Rte,38 follows that of 34/35 to Upper Albert Road,then via Warminster Road,Hemsworth Road,Matthews Lane to Norton.Buses on all three routes now show 'Standon Road' on the destination blinds.Rte.81 runs from Middlewood,City to Bents Green via Ecclesall Road and Ringinglow Road, returning to Middlewood via Bents Road and Ecclesall Road South.Short journeys on service 88 to Wood Lane and Malin Bridge only show rte.no.188.Rte.506 has already been mentioned but the service runs only on Mondays to Fridays with two journeys in each direction, those from Sheffield at 1600 and 1700 hours,and from South Anston at 0653 and 0810 hours.Revised timings

also came into force on the same day on rtes.7,13/14, 30,51,88,95 and 105.

More garage transfers have been noted.Those seen are 901/2 to EB from Th,514-7 to EB from Ld/Hr,1741-9 to Gl from EB,1334-6 to Gl.The allocation of 2178-99 is as follows = 2178-80 Ld,2181-4 EB and 2185 - 99 Hr. Most of the Hr are on rte.1,and have been allowed to fall into an appalling condition - obviously being due for early withdrawl,though are sometimes on the High Green routes.Following the Jan 14th.change apparently most of the 3xx Neepsend Atanlteans and 340 have been moved to Hr and the newer 1xx Atlanteans to Ld.We would be grateful for full details of garage changes following this change.

On order for the Joint Committee are 18 33ft. Atlanteans with H79D bodies similar to those already on order.

More news has been received of 1357(the fire victim). the remains of the body have been removed from the chassis.The chassishas been repainted and has new wheels and engine which is covered by a bronze metalised Fleetline cover.A woodden front end to carry headlamps etc.has been fitted as have mudguards made of old side panels.All work was done at Central Works and the staff do not know who the body-builder will be(one report states Neepsend).

One or two destination blinds for routes 42/53 show only 'Low Edges' instead of the usual 'Low Edges Road'.

Recently noted in Central Works were two Atlantean chassis.In Th on 12/1/68 was Doncaster 198.

Behind EB on 10/12/67 were the following: 2/3,670/ 4/5/7/9/81-5/7/90/2/3/9/700/34,2168/71-3/5.Of these 2/3, 675,2171 left on 27/12/67 on t/p 425/31,065,436 HE and 670(on t/p 425 HE).734,2168/71 left on 28/12/67.698/9 have been sold to Ackroyd and Abbott(Builders).By 29/12/67 the olny buses left were 679/80/2/5/7/92 and by 3/1/68 only 679 was remaining.

During the night of 30/12/67 the 71 stop and 34/35 stops were exchanged so that 71 is now outside the Odeon and 34/35 in Fitzalan Square.

On 21/1/68 a new transport office was opened in the Castle Square subway,replacing Fitzalan Sq. office.

OBSERVATIONS

340 on 17 9/12/67,1747 on 92 11/12/67,387 on 75,944,1393,2186 on274 all 11/12/67,152 on 64,1002 on 97, 1284 on 81,1748 on 11 all 12/12/67,2192 on 97,723 on 98, 269 on 88,3155 on 75,2176 on 83 all 13/12/67,142 on 1 14/12/67,391 on 73,955 on 1 both 15/12/67,1292 on 82,794 on 98 both 16/12/67,[illegible],892 on 91 17/12/67,2176 on 4,1284 on 274,876 on 53,1748 on 21,[illegible]745 on 56,1742 on 93,790 on 92, 346 on 99,1286 on 6,522 on 35,1395 on 6 all 18/12/67,1015 on 54,3151 on 51,2180 on 59,1393 on 8,387 on 98,1003 on 97 all 19/12/67,13 on 52,1361 on 53 both 20/12/67,1746 on 25 21/12/67,888 on 26,1336 on 41,151 on 45,3152 on 67,184 on 43,943 on 87 all 22/12/67,1292 on82 23/12/67,877 on 35, 108 on 36,1273 on 91 all 26/12/67,3150 on 66,2180 on 4, both 27/12/67,1334 on 46 29/12/67,113 on 75 31/12/67,1741 on 21 3/1/68,820 on 95,681 on 34/5 both 4/1/68,12 on 23, 14 on 99 both 5/1/68,446 on 82 6/1/68,952 on 62,927 on 73, 2187 on 98 all 8/1/68,842 on 98 9/1/68,716 on 23,1014 on 4,347 on 15 both 10/1/68,178 on 30,169 on 95 both 14/1/68.

A weight restriction is to be introduced on Woodbourn Road bridge very shortly,and timetables are being rearranged so that only small buses run on rte.46.

R.Banks E.Wilson P.L.Ireland.

SHEFFIELD UNITED TOURS

Most,if not all,of coaches 300-12 have been recently repainted either wholly or partially.338 has the word 'Entrance' in approx 3" high block capitals across the door on the red band.347 is delicenced for the winter.

E.Wilson.

CHESTERFIELD.

New are 81-90 SRB 81-90F Leyland Panther/Neepsend B49D+23.85 was noted on the Brampton-Whittington Moor service on Sun 14/1/68 (Rte now one-man).

E.Wilson K.Parkin.

EAST MIDLAND

Two of the new Swifts have been seen in service.These are 0508/9 OAL 508/9F and have Marshall B45F bodies with chassis numbers MP2R046/7.They have illuminated OMO signs on the front and near-side near the entrance and are garaged at Clowne.

CARDIFF

New are 474-89,JKG 474-89F Daimler Fleetline/Metro-Cammell H75F.Due are 490-505 JKC 490-505F identical

chassis but with Park Royal H75F.

J.R.Bater

RECENT ORDERS - R.BANKS,D.TUMMON,J.R.BATER

ACCRINGTON 3 Leyland PDR1/1,2 Bristol RE
MAIDSTONE & DIST. 30 Leyland PSU3A/4R
STOCKPORT 12 Leyland PD3A/12
RHONDDA 10 Leyland PDR1/1/NCME H78F
PRESTON 10 Leyland Panther
WALSALL 15 Daimler Fleetline/NCME short version
YELLOWAY 6 AEC Reliance/Plaxton C53F
PREMIER TRAVEL(Cambridge) 2 AEC Reliance/Alexander C53F first 39' 4½"(12 metre) coaches
WIGAN 10 Leyland Atlantean PDR1/1
ALDERSHOT & DIST. 30 AEC Reliance/B45? (OMO)
BRIGHTON,HOVE & DIST. 10 Bristol RESL6G
BRISTOL 28 Bristol VRTSL6G,36 RELL,12 RELH/C--F
CUMBERLAND 13 Bristol RELL6L,1 Bedford VAM70/Duple C45F
EASTERN COUNTIES 16 Bristol FLF6G,20 Bristol RELL6G, 8 Bristol LH4L,6 Bedford VAM70/Duple C45F
EASTERN NATIONAL 20 Bristol FLF6G,5 Bristol VHTSL6G, 4 Bristol RESH6G/Duple C36F,6 Bristol RELH6G
CROSVILLE 36 Bristol RELL6L,6 Bristol RELH6L,5 Bristol RELH6G,30 Bristol RESL,30 Bristol RELL,5 Bristol RELH/C--F
HANTS & DORSET 14 Bristol RELL6G,5 Bristol RELH6G/Duple 1 Bristol LH4L,10 Bedford VAM/Duple B---
LINCOLNSHIRE 3 Bristol LHS6P,6 Bristol LH6P,3 Bedford VAM70/Duple C--F
MANSFIELD DISTRICT 5 Bristol LFL6G,3 Bedford VAM70/ Duple C--F
RED & WHITE 20 Bristol RELL6L,10 Bristol RELH6L/C--F
SOUTHERN NATIONAL 3 Bristol FLF6G,2 Bristol RESL6G,1 Bristol RESH6G,2 Bristol LH4L,3 Bedford VAM70/ Duple C--F,6 Bristol RELL,7 Bristol RELH/C--F 5 Bristol LH4G
THAMES VALLEY 7 Bristol FLF6G,2 Bristol VRTSL6G,4 Bristol RELH6G/Duple C--F,8 Bristol LH4L/ECW, 4 Bristol LH4L/Duple C--F
SOUTHERN VECTIS 3 Bristol FLF6G,2 Bristol RESL6G,1 Bristol RESH6G/Duple,2 Bristol LH4L,3 Bedford VAM70/Duple C--F
UNITED AUTOMOBILE 20 Bristol FLF6G,20 Bristol RELL6G,10 Bristol RESL6G,10 Bristol RELH6G,10 Bristol LH4L

UNITED COUNTIES 4 Bristol VRTSL6G,18 Bristol RELL6G,6 Bristol RELH6G/ECW C--F
UNITED WELSH 4 Bristol RELL6G
WESTERN NATIONAL 10 Bristol VERTSL6G,6 Bristol RELL6G, 10 Bristol LH4L,10 Bristol RELH6G/ECW C--F
WILTS & DORSET 7 Bristol RELL6G,6 Bedford VAM70/Duple C--F,4 Bedford VAM70/Duple B---
WEST YORKSHIRE 34 Bristol VRTSL6G,8 Bristol RELL6G,6 Bristol RELH6G,10 Bristol LH4L.

LONDON TRANSPORT

FRM1 has reentered service after it caught fire late last year.New are MBA 16-31 SMM 16-31F AEC Merlin/Metro-Cammell B25D + 48 J.R.Bater.

NEEPSEND COACHWORKS Due to falling orders this concern is to close at the end of January.Examples of buses built can be found in Sheffield,Chesterfield,Southampton etc.

INDEPENDENTS SECTION

SAMUEL LEDGARD

The services operated by this form have been shared with Leeds CT and West Yorkshire viz:

WEST YORKSHIRE

32A Leeds-Guiseley-. Ilkley
33 Leeds-West Park-Rawdon(previously joint with Ledgard)
34 Leeds-Otley-Ilkley (Previously joint with Ledgard)
34B Otley-Artnington
52 Bradford-Harrogate
75 Otley-Weston Estate
78 Otley-Shaw Estate-Fleece-Horsforth
78A Otley-White Cross-Fleece-Horsforth
78B Otley-Shaw Estate-Bradgate Lane-Horsforth

Express services to West Yorkshire

Bradford-Blackpool
Leeds-Blackpool
Leeds-Scarborough(only Leeds holiday fortnight)

LEEDS C T

26 Leeds-Hawksworth Road-Horsforth
48 Troydale-Pudsey-Calverley
78 Leeds-Pudsey-Bradford(joint with Bradford CT,although possibly operated by Ledgard alone)

(If anyone has a photograph of ex.Tyneside GTY 169 in service with Ledgard or Tyneside would they please contact the Editor immediately)

D.Tummon

BOOTH & FISHER (Halfway)
82054E Harrington B30F
TUH 8 Albion NS9N
Ex.Wood,Pollingoton 10/67

HOLLING,Askern		OUH 107	AEC Reliance /11/67
MU3RV1921	Harrington	C39F	Ex.Western Welsh 107
LONGSTAFF,Mirfield		LSN 286	Daimler CSG6/30 /11/67
30026	NCME	H74F	Ex.Cunningham,Paisley
WALKER,Hexthorpe		MWN 573	AEC Reliance /11/67
MU3RV673	Weymann	C37F	Ex.South Wales 1027
WIGMORE,Dinnington		SWU 654F	Bedford VAL14
7863431	Willowbrook	B56F	New 11/67
WOOD,Mirfield		KTD 551C	Leyland PDR1/2
L23296	Park Royal	H74F	Ex.Leyland Mtrs. 11/67

FLEET LISTS.

HEAPS TOURS LTD. 115 Tong Road,Leeds 12.

LIVERY : Cream and Green.

729 BNW	AEC Reliance		4MU3RA4121	
	Plaxton	C49F	1962	
730 BNW	AEC Reliance		2MU3RA3590	
	Plaxton	C41F	1962	
175 DUG	AEC Reliance		2U3RA4657	
	Plaxton	C49F	1963	
770 JUA	Bedford	VAL14	1399	
	Duple	C44F	1964	
DTE 722B	AEC Reliance		4MU3RA5382	
	Plaxton	C51F	1964	3/65
AUA 624C	Bedford	SB5	96081	
	Plaxton	C41F	1965	
AUA 625C	Bedford	SB5	96083	
	Plaxton	C41F	1965	
CNW 154C	Bedford	VAL14	1653	
	Harrington	C44F	1965	
CNW 155C	Bedford	VAL14	1694	
	Harrington	C44F	1965	
EUM 242D	Bedford	VAL14	6810746	
	Duple	C44F	1966	
HUB 542E	Bedford	VAL14	6860746	
	Plaxton	C49F	1967	
HUB543E	Bedford	VAL14	7814893	
	Plaxton	C49F	1967	

RODGERS FLEET

CUJ 306C	Bedford	SB5	95793	
	Duple	C41F	1965	4/66
2644 UG	Bedford	SB1	84753	
	Duple	C41F	1960	3/67

NOTES Heaps took over Rodgers of Leeds in 12/65.Two vehicles are operated in Rodgers name,and neither of these operated for the original Rodgers company.
770 JUA,CNW 154/5C carry fleet nos.87,103/4 resp.
DTE 722B ex.Shipley,Ashton-Under-Lyne,CUJ 306C ex Whittle,Highley,2644 UG ex Claughton,Leeds(originally Heaps).
729/30 BNW,770 JUA carry names 'Priscilla','Winifred', Magdalen' resp.

ANNUAL HOLIDAYS 1968 Please note that the Editor will be on holiday from Saturday June 1st to Sunday June 16th.1968.All news received will be held over until July. R.Banks.

SOES TOUR TO DONCASTER

3rd.MARCH 1968 - That's the date to remember,please keep it free so that you can join us for another great tour.Way back in 1964 the newly-formed SOES ran a tour of the depots of some operators in the Doncaster area,but at that time only 7 members attended.However it proved so interesting that,now the SOES has grown considerably we are repeating this tour. As usual this is a purely informal tour,and we hope you will all come along and have a really good time.Transport will be provided by an old,unusual local bus from Sheffield,so timed as to provide connections from Manchester,Huddersfield,and Leeds.Following the tour there are ample easy connections to these towns from Sheffield.Full details appear on the next page,and a tour form has been included at the end of the magazine (so as not to interfere with news overleaf).All proceeds will go towards the '37 repaint fund',so do come and support us.

PLEASE KEEP UP THE FLOW OF NEWS AND ARTICLES TO 'M & T NEWS' (ALL NEWS SENT TO THE EDITOR BEFORE THE 15th. OF THE MONTH WILL BE INCLUDED IN THAT MONTH'S ISSUE

SUNDAY 3rd.MARCH 1968

Connections by British Railways:

Depart Manchester(Piccadilly)	0940	
Arrive Sheffield (Victoria)	1056	
Depart Huddersfield	0837)	
Arrive Leeds(City)	0917)	Change at Leeds
Depart Leeds(City)	0945)	from Huddersfield.
Arrive Sheffield(Midland)	1105)	

(Unfortunately there are no through connections by road or rail between Huddersfield and Sheffield on Sundays,but ample time is allowed on the above connection via Leeds).

Depart Sheffield(Harmer Lane - alongside Central Bus Station) 11.30 a.m.

Via Mexborough and Swinton Depot(Rawmarsh) 12.00 noon

Doncaster Depot(Leicester Avenue) 1.00 p.m.

Felix Depot(Hadfield) 1.40 p.m.

Premier(H.Wilson) Depot(Stainforth)
(where preserved Doncaster trolleybus 375 is housed) 2.20 p.m.

Visit to Reading Transport Society Trolleybus Museum (Belton) 3.15 p.m.

Returning via M18 and M1 motorways to Sheffield(Harmer Lane) arriving approx. 5.00 p.m.

FARE : 8/=

(visits are subject to the approval of the firms concerned and the Reading Transport Society,alternative depots in this area will be visited if any refusals are received).

Booking form appears on Page 15.

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NORTHERN TROLLEYBUSES

A few members have queried the standing of this group in regard to the SOES and other Societies. To clear up any misunderstanding please may I repeat that 'Northern Trolleybuses' is a subsiduary of the SOES, all members being automatically members of both groups. We are NOT connected with the Northern Trolleybus Society (Manchester) or any other Society except by virtue of maintaining friendly relations with all enthusiast bodies.

PRESERVED BRITISH TROLLEYBUSES.

ROTHERHAM 37 - Part 2.

Following last month's article it appeared that 37's future was secure with the SOES. However, a few days after being given the bus we received a letter from the Rotherham General Manager asking for a meeting, as he was very confused by events surrounding the proposed preserved trolleybus.

Apparently a Society in Nottingham had been writing to Rotherham concerning acquiring a trolleybus. Rotherham Corporation had written to their Secretary asking for an offer for a bus, and, only 3 days after had received the £30 from ourselves. RCT thus assumed that both groups were connected, and a carbon copy of the letter giving us the bus had therefore been sent to the Secretary of this Society - the Nottingham Trolleybus Group. On receiving this the NTG too were confused, and contacted Rotherham Corporation asking why the preserved bus had been shared with ourselves, and thus the above meeting was called.

The Nottingham Trolleybus Group were a fairly long-established Society, renting land at Plumtree, Nottingham on which a number of trolleybuses were stored. We could not boast any such vehicles, nor any experience in the trolleybus preservation field, and naturally the RCT General Manager thought the NTG more worthy of the preserved trolleybus, and 37 was given to them, under the names of the Secretary and his assistant. The Corporation offered to take the bus to Plumtree for £20, and this offer was immediately accepted by the NTG, and permission was given to inspect the bus in the

Corporation depot.Here three trolleybuses were lined up as destined for preservation - 37,which was to be that for the NTG,44,acquired by the National Trolleybus Association,and 36.(A number of rumours have surrounded the latter,but it appears the group who acquired her could not find a home for the bus,and 36 was subsequently sold for scrap).

Three weeks later,during December 1965,37 was towed by Rotherham Corporation to Plumtree,Nottingham and parked alongside Ashton Crossley trolleybus 80,her future now appearing secure with the Nottingham Trolleybus Group.

BUT - by the summer of 1966 37 was in Sheffield,under the care of the SOES.Why was she taken from Plumtree, and why did the Nottingham Trolleybus Group not protest.Part 3 will appear in next month's issue.

HELP THE '37 REPAINT FUND' AND LEAD YOUR TROLLEYBUS

TO A GLORIUOS FUTURE.FULL DETAILS WILL FOLLOW SHORTLY.

WHERE YOU CAN STILL RIDE ON A ROTHERHAM TROLLEYBUS!

(or so the Corporation would have you believe)

Trolleybuses last ran between Rotherham and Mexborough or Conisborough in 1961.Today from the new bus station in Rotherham(moved here from the old trolley terminus in Frederick Street last year), services 8,9 and 9A follow the old trolley routes between these towns,with short extensions at the ends. The service is jointly operated with Mexborough and Swinton,but when,visiting the service,ensure you catch a Rotherham vehicle.This will possibly be a Daimler/Roe rear-entrance,common on this service,which replaced the Bridgemasters bought to repalce the single-deck trolleys after it was found they would fit beneath the low bridges on this service.

You will notice something odd when the conductors begins collecting fares,for the now near-extinct ring of the old 'Bell Punch' ticket machine is noticable. Book through to the terminus,and you will receive two

old punch tickets,one a rather simple white ticket,the other a more complex coloured one.Turn over the latter and the heading reads 'Bus Connections with these Trolley Buses'.You may stop for a moment to hear the purring of the Daimler pre-select engine,but,yes,it is true that even today,almost five years after the close of the Mexborough system this legend remains on the tickets.The front of the ticket two recalls the old days the conditions stating 'This ticket is only available by the car upon which it is issued'.

These tickets are issued only for journeys wholly within the Mexborou gh and Swinton area,the 'Through Fare' white tickets being used for journeys covering both the Rotherham and M & S Areas.However with fare increases two tickets are now necessary from terminus to terminus.The Rotherham area on routes 8,9 and 9A extends only as far as Rotherham Bridge,just three stops from the Rotherham terminus.Thus only seldom are journeys made wholly within this area,but a third class of ticket are issued for these.Many of these tickets have probably seen the trolleys,and a very dog-eared example is usually received,the conductor informing you that this is the first ticket from that bundle he has sold for two months or so.These tickets carry stage numbers down each side,and,while not carrying any mention of the word 'trolleybus',do sport the 'Available on Car on which issued' legend.

How long this practice will continue is uncertain. A few years ago a T.I.M. machine was purchased in an experiment to repalce the old punch machines,but has been out of use ever since it was dropped on the floor by a conductress.Ultimates,used on all other Rotherham services cannot be used as they cannot differentiate between the separate Rotherham and Mexborough areas,though it will probably not be long before a new method is found of overcoming this.However you can still study your 'Bus Connections with these Trolley Buses' for a little while longer.

EXAMPLES OF THE ABOVE AND OTHER RARE TROLLEYBUS TICKETS ARE BEING SOLD TOWARDS THE '37 REPAINT FUND'

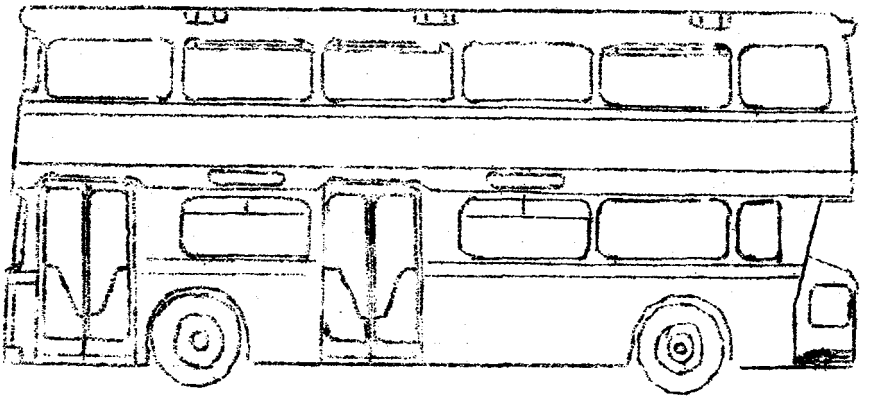
WHEN A TROLLEYBUS LEAVES THE WIRES

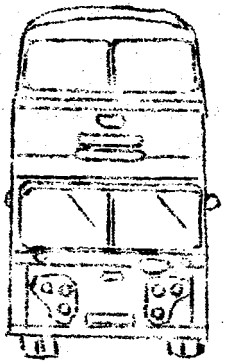
One of the arguments against trolleybuses is the chaos caused if the trolleys leave the wires.Given correctly constructed overhead,and driven accurately this should,of course,never happen,and with correct positioning of the bus high speeds can be attained quite safely,as demonstarted by 1344 on the last Manchester tour.However wires are not always positioned over that part of the road used by the trolley,for example,much of Wolverhampton's Dudley route was on bracket arms from poles at one side of the road only,and thus buses often travelled at high speeds with the trolleys at some angle to the roof.Thus dewirements were common and,in later years,a Wolverhampton trolleybus without bent trolley booms was almost unknown.

Occasionally there seems no reason why a bus dewires - a Glasgow trolleybus on tour in Cardiff recently came off the wires while taking an apparently correctly wired corner at a rather slow speed.No cause could be found, but it was noticed that even service trolleys took this vorner slower than would have been thought neccessary, so there must have been some defect.A second corner in the Cardiff Civic Centre was obviously wired wrongly- while trolleybuses turned left the wires swung over to the right hand side of the road,so that the trolleys travel faster than the bus,and all drivers were noticed to take this very slowly to avoid dewiring.

If there is some defect on the wire,such as a broken hangar,or a piece missing from a breaker,on a fast straight stretch of road this can have disastrous results if unnoticed by the driver.A Manchester Crossley Dominion travelling at high speed on 4-laned Hyde Road,shortly before the closure of the 210 service hit a break and brought down quarter mile of wiring,completely disrupting the service.Such accidents condemn the trolleybus with the public,but are often caused through lack of maintainence as a route nears the closure.

(To be continued.





FRONT AND SIDE ELEVATION OF SHEFFIELD'S NEW 33 FOOT PARK ROYAL ATLANTEANS

Please book me ___ seat(s) on the SOES Doncaster Area tour on 3rd.March 1968 @ 8/= each.

I enclose _____s____d

Name . . . . . .

Address . . . . . .

. . . . . .

I will be catching the train/bus from _____
arriving Sheffield at _____

(Please fill in this portion if you are travelling to Sheffield,so we can ensure your train/bus has arrived before commencing the tour)

INSIDE:

All the latest local bus news.
Heap's (Leeds) Fleet List
Story of 37 - part 2
When a trolleybus dewires
Doncaster tour - 3/3/68
etc. etc.